(ग) और (घ) अगरतला हवाई अड्डा पहले से ही वी०एच०एफ०, एयर ग्राउंड संचार, उच्च आवृत्ति एस०एस०बी० एयर ग्राउंड संचार, नॉन-डायरेक्शनल बीकन, डॉप्लर अति उच्च आवृत्ति ओमनी रेंज, दूरी मापक उपस्कर, उपकरण अवतरण प्रणाली, सुदूरक्षेत्र कारोबार संदेश पद्धति जैसी दिक्कालनात्मक तथा संचार सुविधाओं से सज्जित है।

(ङ) यह प्रश्न नहीं उठता।

Special fare scheme by Air India

1652. SHRI K.M. KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has introduced some special fare scheme for travelling within the country to the destination served by the airlines to boost tourism to the country;

(b) if so, the details thereof;

(c) whether such move has achieved some profitable results; and

(d) if so, the details thereof; if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Air India has introduced a visit India fare of USD 350 with effect from 26th January, 1997 on its domestic sectors for foreign nationals and Indians residing outside the country. The scheme permits unlimited stopovers in the country subject to one stopover in each city.

(c) and (d) Since the scheme has been introduced recently, it is too early to assess the results.

Panel for restructuring of Indian Airlines

1653. SHRI TARA CHARAN MAJUMDAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have set up panel on Indian Airlines restructuring;

(b) if so, the details thereof;

(c) whether setting up of this panel will benefit the Air passengers of Indian Airlines and Air India in any way; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (d) A Committee under the Chairmanship of Dr. Vijay Kelkar, Secretary, Ministry of Petroleum and Natural Gas was constituted to make a comprehensive examination of the reasons of losses, and suggest strategy for turning—around Indian Airlines in the context of a competitive market environment. The important recommendations made by the Kelkar Committee are as under:—

1. Financial Restructuring.
2. Fleet Planning.
3. Route Rationalisation.
4. Organisational restructuring.
5. Human Resource Management.

The recommendations of the Committee are being examined in consultation with Ministry of Finance and Planning.